

Appendix IV:

Forecasts of Aviation Activity

APPENDIX IV FORECASTS OF AVIATION ACTIVITY

INTRODUCTION

In the late 1990's, while overall based aircraft in the Northwest United States declined, Ravalli County and the Ravalli County Airport saw an increase in based aircraft.

The forecast for future based aircraft can be accomplished by several methods. The methodology for forecasting the aircraft to be based at the Ravalli County Airport is explained in detail in this appendix. Two methods were utilized, one basing future growth on the increase in based aircraft experienced at the airport over the last ten years and the other relating aircraft to the area population. A direct correlation can be found between the increase in population to the increase in based aircraft.

With a multitude of factors producing changes in aviation activity and the demand for aviation services, forecasts should only serve as guidelines for planning activities. Unforeseeable impacts can greatly alter actual activities verses forecast activities. Planning and projecting aviation activities for a 20-year period with absolute certainty is unrealistic. As a result, planning and the development of improvements must remain a dynamic process, and actual levels of use need to be evaluated and compared to forecasts on a regular basis.

With heavy forest fire activity in recent years, the helicopter traffic in and out of the airport was greater than normally expected. At one time during the summer of 2003, there were 16 different helicopters using the airport. Once the fires are controlled, the helicopters relocate to other areas. General helicopter traffic and forest fire-related helicopter activity is nearly impossible to forecast, therefore this document has not made an attempt to do so.

FORECAST METHODOLOGY

An actual hangar to hangar inventory and a thorough ramp inspection was completed in the fall of 2003. This resulted in quantifying the total based aircraft at 88 as indicated on Table IV-1, "Ravalli County Airport Forecast of Total Based Aircraft, 2003-2030." A similar exercise was completed in May of 2005 and 2007 to identify 97 and 119 based airplanes, respectively, at the Ravalli County Airport. Review of this growth from 2003 to 2007 reflects an increase of 5 to 14% per year. The FAA Airport Master Record for RCA showed 66 based aircraft in 1993. Therefore, the growth from 1993 to 2003 is approximately 3% per year. This 3% rate is utilized later in the forecasting and is shown in Figure IV-1. An average of the preceding ten year growth rate (3%) and low end growth rate experienced since 2003 (5%) is also reflected in Figure IV-1 of this appendix (upper forecast at 4%). The FAA Form 5010 "Airport Master Record" shows 126 based aircraft for 2008.

TABLE IV-1: Ravalli County Airport Forecast of Total Based Aircraft by Population

	<u>2003 Actual</u>	<u>2005 Actual</u>	<u>2007 Actual</u>	<u>2008 Actual</u>	<u>2010⁽¹⁾</u>	<u>2020⁽¹⁾</u>	<u>2025⁽¹⁾</u>	<u>2030⁽¹⁾</u>
POPULATION COUNTY ⁽²⁾	39,480	41,860	43,510	⁽³⁾	46,120	55,450	60,030	64,610
SINGLE ENGINE (SEL)	73	81	105	112	93	112	120	130
MULTI-ENGINE (MEL) BI	4	4	6	6	4	5	6	7
TURBINE MEL BII	6	7	3	3	8	9	10	10
GLIDER	5	5	5	5	6	7	8	9
TOTAL AIRCRAFT	88	97	119	126	111	133	144	156
POPULATION PER BASED AIRCRAFT	448	431	365	⁽³⁾	414	414	414	414

Notes:

- (1) Total Aircraft (Years 2010-2030) are based on one based aircraft per 414 persons (avg. of 2003-2007), and broke down respectively on historical percentage of based aircraft by type.
- (2) Ravalli County Growth Policy - 2004.
- (3) Population data is not yet available at the time of this report.

The turbine powered aircraft, Airport Design Group BII, dictate the dimensional design standards that apply to the layout of the airport facilities and infrastructure. In order to forecast this accurately, the Consultant received the cooperation of the two jet fuel dispensers on the airport, Hamilton Aviation and North Star Aviation. Both fixed base operators provided the Consultant their records of fuel sales for 13 months between 2002 and 2003. These records contain the date of purchase and the registration number of the aircraft. The FAA computer listing was used to determine the type of aircraft from the records. Of all FAA-registered aircraft that stopped at Hamilton Aviation, 70% fueled; whereas North Star Aviation stated 90% of their visitors fueled. These factors were taken into account in the development of the operations forecast.

The population based aircraft forecast methodology utilized the local planning boards accepted population forecast and interpolates as necessary for the target 5-, 10-, and 20-year periods. This forecast can be considered as a "most likely" calculation in that it uses the present day correlation of aircraft ownership of one based aircraft for every 414 people in the Census area. This value was determined by averaging the yearly correlation of actual based aircraft to population for 2003, 2005, and 2007. The FAA more often refers to the ratio as aircraft ownership per 10,000 local population. In that scenario, the constant used would be 24 aircraft per 10,000 persons. The mix of multi-

engine aircraft (MEL) to total based aircraft remains constant at 11% through the 20-year forecast. Reference airport historical data at the end of this appendix for further details.

FORECAST LIMITS

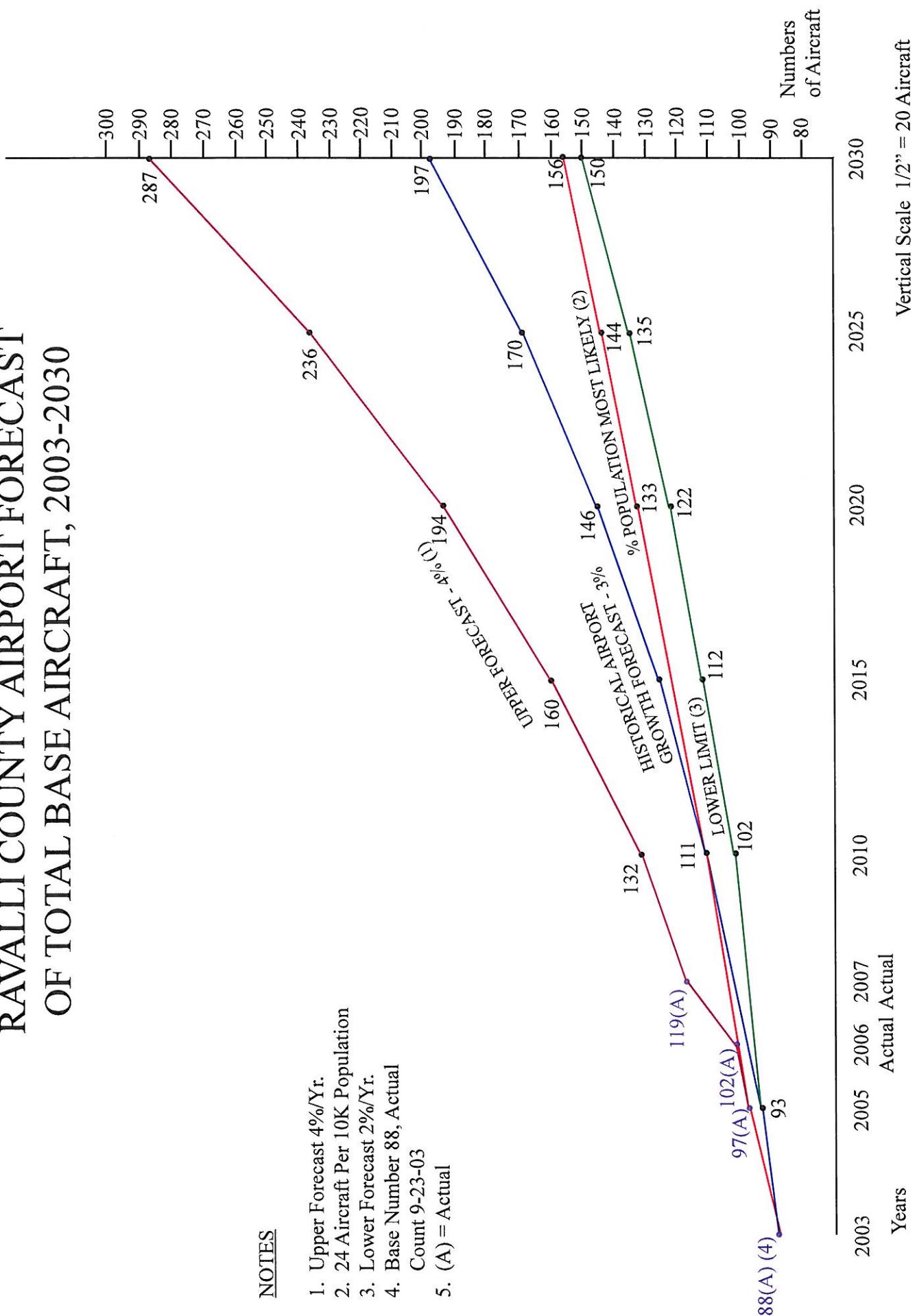
The historical airport growth forecast as noted on Figure IV-1 represents the base year of 2003 aircraft ownership to increase at a rate of 3% per year. The lower limit forecast uses a 2% annual increase factor, which is slightly less than the rate of population growth in Ravalli County over the last four years [$43,510/39,480 = 1.102$ or about 2.5%]. The forecasting methodology relating based aircraft to the population projection results in an average increase of 2.3 aircraft per year at RCA.

FIGURE IV-1

RAVALLI COUNTY AIRPORT FORECAST OF TOTAL BASE AIRCRAFT, 2003-2030

NOTES

1. Upper Forecast 4%/Yr.
2. 24 Aircraft Per 10K Population
3. Lower Forecast 2%/Yr.
4. Base Number 88, Actual Count 9-23-03
5. (A) = Actual



AIRCRAFT OPERATIONS FORECAST

The FAA's Terminal Area Forecast (TAF) reflects 20,400 annual airport operations in 2003. These operations were compared to the 13-month fuel records provided by the Fixed Based Operator's (FBO) between 2002 and 2003. The fuel records, and FBO estimates of the percentage of aircraft that did not fuel, resulted in annual airport operations of 25,360 for that period. The 20,400 is a more conservative number and will be used for the aircraft operations forecast. This is a total annual figure; historical records indicate that in winter months activity is much lower than in the summer months.

Applying the 88 local based aircraft at RCA to the annual figure of 20,400 operations results in a usage factor of 232 operations per local based aircraft per year. FAA Advisory Circular 150/5300-13 suggests that 637 operations/based aircraft be used where specific data is not available. The 20,400 operations include both based and itinerant aircraft. Aircraft such as trainers are busier, while others may be disabled and will not fly that year. For estimating future annual operations as related to based aircraft, the ratio of 232 operations per based aircraft is used.

DESIGN CRITERIA

For airport design purposes, it is more important to establish the critical aircraft to determine the geometrics for a safe airport than to determine the future aircraft population, or based aircraft. The total numbers of based aircraft is important and will dictate the amount of airport property needed for hangars and parking apron. The operations figure or forecast also dictates the demand upon the airport as well as its capacity, and is a necessary and vital statistic for design purposes.

An airport is designed to serve the most demanding aircraft utilizing the airport on a regular basis. Aircraft are grouped based on their Aircraft Approach Category (AAC) and Airplane Design Group (ADG) making up the Airport Reference Code (ARC). The ARC is further subdivided into those airports serving large and small airplanes. A small airplane is one of 12,500 pounds or less maximum certified takeoff weight. A large airplane includes all airplanes with a maximum certified takeoff weight greater than 12,500 pounds. Runway 16-34 at Hamilton generally serves small aircraft in approach categories A & B, but has a pavement strength that supports up to 17,000 pounds.

AIRCRAFT APPROACH CATEGORY (AAC)

The "Aircraft Approach Category" of an aircraft is based on 1.3 times the stall speed of the aircraft at the maximum certificated landing weight.

The aircraft approach categories are:

Category A: Speed less than 91 knots;

Category B: Speed 91 knots or more but less than 121 knots;

Category C: Speed 121 knots or more but less than 141 knots;

Category D: Speed 141 knots or more but less than 166 knots;

Category E: Speed 166 knots or more.

AIRPLANE DESIGN GROUP (ADG)

In addition to approach categories for aircraft, the FAA has established airplane design groups based on aircraft wingspan. Airport dimensional standards are keyed to the various airplane design groups. The airplane design groups are:

Airplane Design Group I: Wingspan up to but not including 49 feet;

Airplane Design Group II: Wingspan 49 feet up to but not including 79 feet;

Airplane Design Group III: Wingspan 79 feet up to but not including 118 feet;

Airplane Design Group IV: Wingspan 118 feet up to but not including 171 feet;

Airplane Design Group V: Wingspan 171 feet up to but not including 214 feet;

Airplane Design Group VI: Wingspan 214 feet up to but not including 262 feet;

The primary design issue for Hamilton deals with what the present airport usage is and the aircraft forecast to use the airport in the next 5 years, even though the forecast extends out to 20 years. The critical aircraft does not have to be based at the airport as long as those itinerant flights can be classified by aircraft types and sizes.

Within the FAA's classification system, the Ravalli County Airport is currently denoted as an ARC BI facility. However, the most demanding type of aircraft now using the Ravalli County Airport on a regular basis requires a BII facility. An ARC BII requires at least 500 annual operations from aircraft of the design group and approach category. There were 6 ADG-II aircraft based at the Ravalli County Airport in the fall of 2003 and 4 ADG-II aircraft in 2006. In addition, the airport presently accommodates transient ADG-II business aircraft; they include Falcon 50's, Cessna Citations, and Hawker Siddleys.

The airport should be upgraded to BII design criteria as soon as practical in order to safely accommodate present and continued use by both local and transient business turbine aircraft. The types of aircraft and operations should be monitored by the Airport Manager and Airport Board as changes in the design aircraft may result in a need for increased development of the airport facilities.

ARC BII & CI AIRCRAFT ACTIVITY

The Ravalli County Airport had 10 based multi-engine land (MEL) aircraft in 2003 and 12 in 2006. Of those MEL's, 6 in 2003 and 4 in 2006 were turbo-jet in the BII category for airport design purposes. These aircraft included 4 Cessna Citations, 1 Cessna Conquest, and 1 Kingair 90 in 2003 and three Cessna Citations and one Kingair 90 in 2006. All of these aircraft have approach speeds greater than or equal to 100 knots and

wingspans in excess of 49 feet. The other MEL's were piston powered and are classified as BI. The BII MEL turbine operations are expected to increase 3% annually. Over the planning period, the based BII turbine aircraft are forecast to increase from the present 6 to 10 in 2030, and the non-turbine aircraft to increase from the present 77 to 126 in 2030.

During the 13-month audit of turbine aircraft fueling of ARC BII & CI aircraft at the Ravalli County Airport (excluding helicopters), FBO 'A' fueled 197 BII/CI aircraft and FBO 'B' fueled 317 BII/CI aircraft. The fueling of 514 aircraft equals 1028 operations ($2 \times 514 = 1028$). But not all landing aircraft fueled, and the percentages of aircraft not fueling provided to the consultant by the respective FBO's were added to the base total of 1028 operations. FBO 'A' was increased by 30% and FBO 'B' was increased by 10% as FBO personnel noted that 70% and 90% of their traffic fueled, respectively. Addition of the non-fueling aircraft traffic to those noted in the fuel logs results in a new base total of 1266 annual operations for 13 months. The 13 months were annualized, producing a figure of annual BII and CI aircraft at 1170 operations for the base year for 2003 as can be noted on Table 2, Ravalli County Airport Forecast of Annual Operations, 2003-2030.

A similar 23-month audit of turbine aircraft fueling at the airport was completed for 2004 and 2005 (see fuel records at the end of this appendix). Only one FBO was selling fuel during this period. The FBO fueled 681 aircraft that were BII, and estimated that 80% of the landing aircraft required fuel. The annual BII and CI operations calculated for this period is 890 operations per year. In all cases, the ARC BII aircraft requiring fuel at the RCA is greater than the minimum required 500 operations to establish this airport as a BII design designation during the planning period.

The 13-month and 23-month fuel audits noted that the number of operations attributed to CI aircraft were 90 and 70 respectively. Table 2 reflects the 90 operations recorded in 2003 and projects that percentage (7.69% of total BII and CI operations) through 2030. Based on the CI usage data, the forecast projects that ARC CI aircraft requiring fuel at the RCA does not reach the minimum required 500 operations to establish this airport as a CI design designation.

RUNWAY CAPACITY

The tabulation of the take-offs and landings from the airport during the noise analysis indicated a runway utilization of 42% on Runway 16 and 58% on Runway 34. Runway 16/34 has two central exits each placed approximately 1680' from either runway end. These taxiway exits are optimally placed. This allows for landing aircraft to either turn off short at the 1680 foot point, at the 2500 foot exit, or at the 4200 foot end of the runway. The multi-engine (both BI and BII) types use the entire runway length in their landing roll-out. The hourly and annual capacities for this runway will not be exceeded with a single runway, including a parallel taxiway which allows a basic annual service volume of 230,000 operations. The Ravalli County Airport Annual Service Volume will be sufficient to accommodate its projected demand levels of 36,102 operations in 2030.

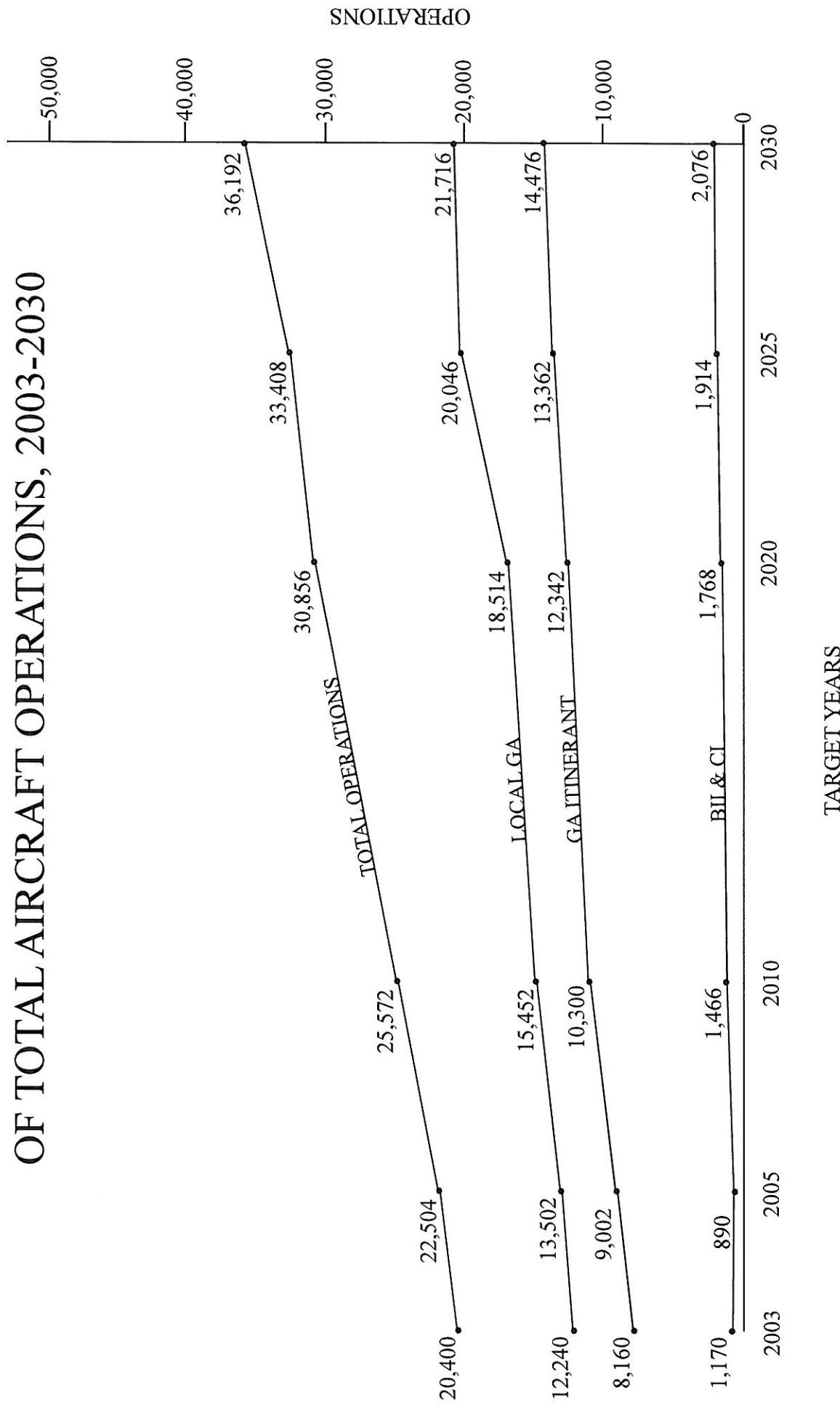
TABLE IV-2: Ravalli County Airport Forecast of Annual Operations, 2003-2030

	<u>2003</u>	<u>2005⁽¹⁾</u>	<u>2007</u>	<u>2010</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
TOTAL ANNUAL AIRPORT OPERATIONS ⁽²⁾	20,400	22,504	27,608 ⁽³⁾	25,752	30,856	33,408	36,192
BII OPERATIONS ⁽⁴⁾	1,080	820 ⁽³⁾	1,460	1,352	1,632	1,768	1,916
CI OPERATIONS ⁽⁴⁾	90	70 ⁽³⁾	122	114	136	146	160
SMALL AIRCRAFT OPERATIONS (EXCLUDING B-II & C-I)	19,230	21,614	26,026	24,286	29,088	31,494	34,116
(SINGLE ENGINE)	18,302	20,686	24,634	23,358	27,928	30,102	32,492
(MULTI ENGINE) ⁽⁵⁾	928	928	1,392	928	1,160	1,392	1,624
<u>TOTAL GA AIRCRAFT ACTIVITY</u>							
(60% LOCAL)	12,240	13,502	16,566	15,452	18,514	20,046	21,716
(40% ITINERANT)	8,160	9,002	11,042	10,300	12,342	13,362	14,476
(TOTAL)	20,400	22,504	27,608	25,752	30,856	33,408	36,192

Notes:

- (1) 2005 BII & CI operations based on fuel audit & airport count.
- (2) Operations = total aircraft from Table IV-1 x 232 operations/aircraft (per the aircraft operations forecast section of this appendix).
- (3) Based on field data beyond base 2003 data.
- (4) Combined BII and CI operations 5.735% of the total annual operations based on 2003 field data.
- (5) Multi-engine operations based on Table IV-1 BI aircraft x 232 operations/aircraft (per the aircraft operations forecast section of this appendix).

FIGURE IV-2
RAVALLI COUNTY AIRPORT FORECAST
OF TOTAL AIRCRAFT OPERATIONS, 2003-2030



Vertical Scale 1" = 10,000 Operations

HANGAR REQUIREMENTS

As the Airport continues to grow, so does the need for additional hangar space to accommodate aircraft. A primary surface of 500 feet and transitional surface of 7:1 was used in calculating the "Area of No Building Construction" limits for buildings up to 21 feet in height.

The methodology used in evaluating hangar space requirements was correlating the number of based aircraft to existing hangar space. In 2006, the number of based aircraft was 102. With approximately 189,500 square feet of existing hangar storage space available, that results in 1858 square feet of space per based aircraft. Table 3 provides a breakdown of the hangar requirements based on square feet of available hangar space per based aircraft in hangars for various years in the planning cycle.

TABLE IV-3: Hangar Requirements – Existing Area Evaluated (SF)

Year	Total Based Airplanes	Average SF / Based Airplane	Total SF Required	Total SF Available ⁽¹⁾	Additional SF Required (beyond existing bldgs. and leases)
2006	102	1858	189,500 ⁽²⁾	264,400	0
2030	156 (projected likely)	1858	289,848	264,400	25,448
2030	197 (3% growth)	1858	366,026	264,400	101,626
2030	286 (projected 4% from 2007)	1858	531,388	264,400	266,988

Notes:

(1) Includes Existing Buildings and Leases Not Yet Built Out

(2) 2006 Existing Hangar Storage = 189,500 SF

(3) 2006 Existing Leases Not Yet Built Out = 74,900 SF

Alternative 2 - 183,200 SF available beyond existing leases and hangars

Alternative 3 - 196,400 SF available beyond existing leases and hangars

Alternative 4 - 352,575 SF available beyond existing leases and hangars

1858 SF determined by correlating # of based planes against existing hangars in 2006

While a 2% to 3% figure was utilized in projecting future aircraft impacts, analysis of the last few years data indicate that from 2003 the growth in based aircraft at the airport has been at the lowest 5% per year up to as much as 14% per year. While this may be a short spike in the growth pattern, it is important to note that 2008 figures show 126 based aircraft at the airport. Based on projections utilizing the 2% growth factor, the airport has already achieved the number of based aircraft that was projected for 2016.

APRON REQUIREMENTS

As the Airport continues to grow, so does the need for additional apron space to accommodate aircraft. Apron area requirements were calculated utilizing existing local usage of ramp facilities as well as gas records for itinerant aircraft.

Areas of 500 SY and 700 SY were used for based aircraft and itinerant aircraft, respectively. These areas are representative of those used in planning documents for a number of airports in the area. Analysis of area requirements, to include adjacent areas for taxiing, for small GA aircraft were calculated and confirmed the 500 SY to be a realistic value. For itinerant aircraft, large planes (Gulfstream II) were found to require areas of almost 1200 SY. The 700 SY represents a realistic average area required for the large range of itinerant aircraft from small to large planes.

The airport storage records from the fall of 2003 indicate that 20% of based aircraft were stored on the ramp.

Itinerant peak landings were calculated through review of gas records. July 2004 had 78 fuelings out of 367 for the year, amounting to 21.3%. This percentage of operations was then applied to future projections to calculate the daily landings. Appendix 5 of AC 5300-13 notes to increase the average day by 10% for peak day traffic. The AC also assumes 50% of the itinerant airplanes will be on the ground during that day. Table 4 reflects the projected apron requirements.

TABLE IV-4: Apron Requirements

Transient GA Apron Space Required					
	2006	2010	2030 (Projected Likely)	2030 (3% Growth)	2030 (Projected 4% from 2007)
Based Airplanes	97	111	156	197	286
Peak Day Landings	48	56	78	98	143
Total Transient Positions	24	28	39	49	72
Apron Area (square yards) ^(1, 2)	16,800	19,600	27,300	34,300	50,400

(1) Apron required based on 700 square yard per parking position

(2) Existing apron area is currently 16,375 square yards

Based Aircraft Space Required					
	2006	2010	2030 (Projected Likely)	2030 (3% Growth)	2030 (Projected 4% from 2007)
Based Aircraft Stored Outside	20	23	32	40	58
Apron Area (square yards) ⁽³⁾	10,000	11,500	16,000	20,000	29,000

Total Apron Space Required 26,800 31,100 43,300 54,300 79,400

(3) - Apron required based on 500 square yard per parking position

**Ravalli County Airport
Airport Historical Data**

Year	County Population	Based Aircraft	Population Per Based Aircraft	Total Operations
1970	14,409			
1974	17,300	38	455	
1980	20,600			
1987	24,500	50	490	
1990	25,010			
1992				17,300
1993	28,960	69	420	18,200
1997	33,570	90	373	20,000
2000	36,070	97	372	
2001		97		
2003	39,480	88	448	25,360
2004	40,270			
2005	41,860	97	431	27,774
2006		102		
2007	43,510	119	365	
2008		126		

Sources: Ravalli County Airport Planning Study - Technical Memorandum No. 1
 by Carter Burgess, 1997
 Ravalli County Growth Policy - 2004
 Airport Records (1996, 2003-2008)
 FAA 5010-1

B1 Type Aircraft (3/1/2004 - 1/24/2006)

Number	A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
1	KA90	King Air 90	144 B1	Turboprop	2	
2	KA90	King Air 90	90 B1	Turboprop	2	
3	KA90	King Air 90	91 B1	Turboprop	2	
4	KA90	King Air 90	110 B1	Turboprop	2	
5	KA90	King Air 90	263 B1	Turboprop	2	
6	Citation	Citation	226 B1	Jet	2	
7	Citation	Citation	340 B1	Jet	2	
8	KA90	King Air 90	130 B1	Turboprop	2	
9	KA90	King Air 90	60 B1	Turboprop	2	
10	Citation CJ	Citation CJ1	120 B1	Jet	2	
11	Citation CJ	Citation CJ1	150 B1	Jet	2	
12	Citation	Citation	300 B1	Jet	2	
13	KA90	King Air 90	80 B1	Turboprop	2	
14	King Air	King Air 100	120 B1	Turboprop	2	
15	King Air	King Air 90	90 B1	Turboprop	2	
16	CJ2	Citation CJ2	160 B1	Jet	2	
17	KAF90	King Air 90	252 B1	Turboprop	2	
18	CJ1	Citation CJ1	100 B1	Jet	2	
19	KA90	King Air 90	211 B1	Turboprop	2	
20	KA90	King Air 90	78 B1	Turboprop	2	
21	KA90	King Air 90	101 B1	Turboprop	2	
22	Citation	Citation	120 B1	Jet	2	
23	KA90	King Air 90	256 B1	Turboprop	2	
24	Citation	Citation	150 B1	Jet	2	
25	KA100	King Air 100	260 B1	Turboprop	2	
26	Citation	Citation	490 B1	Jet	2	
27	Citation	Citation	180 B1	Jet	2	
28	CJ1	Citation CJ1	150 B1	Jet	2	
29	CJ	Citation CJ1	364 B1	Jet	2	
30	Citation	Citation	250 B1	Jet	2	
31	Citation	Citation	330 B1	Jet	2	
32	Cessna CJ	Cessna CJ	120 B1	Jet	2	
33	KA90	King Air 90	262 B1	Turboprop	2	
34	KA90	King Air 90	200 B1	Turboprop	2	
35	Citation	Citation	320 B1	Jet	2	
36	Merlin	Fairchild Merlin	60 B1	Turboprop	2	
37	KA100	King Air 100	180 B1	Turboprop	2	
38	CJ2	Citation CJ2	220 B1	Jet	2	
39	Citation	Citation	100 B1	Jet	2	
40	KA90	King Air 90	219 B1	Turboprop	2	
41	KA100	King Air 100	120 B1	Turboprop	2	
42	Conquest	Cessna Conquest	199 B1	Turboprop	2	
43	KA90	King Air 90	166 B1	Turboprop	2	
44	Citation	Citation	150 B1	Jet	2	
45	KA90	King Air 90	210 B1	Turboprop	2	
46	Conquest	Cessna Conquest	180 B1	Turboprop	2	
47	Merlin	Fairchild Merlin	160 B1	Turboprop	2	
48	KA90	King Air 90	80 B1	Turboprop	2	
49	Citation	Citation	350 B1	Jet	2	
50	Citation	Citation	470 B1	Jet	2	
51	KA90	King Air 90	30 B1	Turboprop	2	
52	Citation	Citation	210 B1	Jet	2	
53	Cheyenne2	Piper 31T	100 B1	Turboprop	2	
54	Citation	Citation	480 B1	Jet	2	
55	BJ	Raytheon Beechjet 400	362 B1	Jet	2	

56	Citation 2	Citation 2	135 B1	Jet	2
57	B-234	Raytheon 400A	513 B1	Jet	2
58	Citation 2	Citation 2	350 B1	Jet	2
59	Conquest	Cessna Conquest	190 B1	Turboprop	2
60	KA90	King Air 90	100 B1	Turboprop	2
61	BE400	Raytheon Beechjet 400	291 B1	Jet	2
62	Citation	Citation	175 B1	Jet	2
63	Comander	Rockwell Commander	150 B1	Prop	1
64	Citation	Citation	480 B1	Jet	2
65	Comander	Rockwell Commander	250 B1	Prop	1
66	BJ	Raytheon Beechjet 400	235 B1	Jet	2
67	Citation	Citation	125 B1	Jet	2
68	CJ2	Citation CJ2	240 B1	Jet	2
69	Beechjet	Raytheon Beechjet 400	126 B1	Jet	2
70	KA90	King Air 90	215 B1	Turboprop	2
71	Citation	Citation	210 B1	Jet	2
72	Cheyenne 2	Piper 31T	167 B1	Turboprop	2
73	Conquest	Cessna Conquest	191 B1	Turboprop	2
74	Citation	Citation	150 B1	Jet	2
75	Citation	Citation	150 B1	Jet	2
76	CJ	Citation CJ1	100 B1	Jet	2
77	KA90	King Air 90	110 B1	Turboprop	2
78	KA	King Air 90	100 B1	Turboprop	2
79	KA90	King Air 90	140 B1	Turboprop	2
80	Citation	Citation	150 B1	Jet	2
81	KA100	King Air 100	130 B1	Turboprop	2
82	Conquest	Cessna Conquest	42 B1	Turboprop	2
83	KA90	King Air 90	240 B1	Turboprop	2
84	Citation	Citation	605 B1	Jet	2
85	KA90	King Air 90	109 B1	Turboprop	2
86	Beechjet	Raytheon Beechjet 400	246 B1	Jet	2
87	Citation	Citation	423 B1	Jet	2
88	CJ2	Citation CJ2	280 B1	Jet	2
89	KA100	King Air 100	140 B1	Turboprop	2
90	KA90	King Air 90	108 B1	Turboprop	2
91	KA90	King Air 90	160 B1	Turboprop	2
92	Citation	Citation	100 B1	Jet	2
93	Malibu Miridi	Piper Meridian	40 B1	Prop	1
94	Meridian	Piper Meridian	144 B1	Prop	1
95	KA90	King Air 90	100 B1	Turboprop	2
96	KA90	King Air 90	160 B1	Turboprop	2
97	Citation	Citation	300 B1	Jet	2
98	Meridian	Piper Meridian	129 B1	Prop	1
99	Citation	Citation	300 B1	Jet	2
100	Citation	Citation	180 B1	Jet	2
101	Citation	Citation	375 B1	Jet	2
102	KA90	King Air 90	100 B1	Turboprop	2
103	CJ2	Citation CJ2	200 B1	Jet	2
104	Citation	Citation	200 B1	Jet	2
105	Citation	Citation	640 B1	Jet	2
106	KA90	King Air 90	174 B1	Turboprop	2
107	KA90	King Air 90	120 B1	Turboprop	2
108	KA90	King Air 90	63 B1	Turboprop	2
109	Merlin	Fairchild Merlin	80 B1	Turboprop	2
110	Merlin	Fairchild Merlin	80 B1	Turboprop	2
111	KA90	King Air 90	150 B1	Turboprop	2
112	Cheyenne	Piper 31T	200 B1	Turboprop	2

113	Citation	Citation	160	B1	Jet	2
114	Merlin	Fairchild Merlin	150	B1	Turboprop	2
115	KA100	King Air 100	150	B1	Turboprop	2
116	CJ	Citation CJ1	100	B1	Jet	2
117	Citation	Citation	70	B1	Jet	2
118	Citation	Citation	398	B1	Jet	2
119	Citation	Citation	160	B1	Jet	2
120	KA100	King Air 100	246	B1	Turboprop	2
121	PA-31T	Piper 31T	178	B1	Turboprop	2
122	Citation	Citation	410	B1	Jet	2
123	Citation	Citation	150	B1	Jet	2
124	Citation	Citation	360	B1	Jet	2
125	Citation	Citation	100	B1	Jet	2
126	KA90	King Air 90	100	B1	Turboprop	2
127	KA90	King Air 90	80	B1	Turboprop	2
128	Citation	Citation	150	B1	Jet	2
129	KA90	King Air 90	100	B1	Turboprop	2
130	CJ2	Citation CJ2	401	B1	Jet	2
131	Citation	Citation	290	B1	Jet	2
132	Citation	Citation	300	B1	Jet	2
133	Citation	Citation	330	B1	Jet	2
134	KA90	King Air 90	200	B1	Turboprop	2
135	Conquest	Cessna Conquest	180	B1	Turboprop	2
136	Citation	Citation	200	B1	Jet	2
137	Citation	Citation	40	B1	Jet	2
138	Citation	Citation	300	B1	Jet	2
139	KA100	King Air 100	180	B1	Turboprop	2
140	Citation	Citation	330	B1	Jet	2
141	Citation	Citation	300	B1	Jet	2
142	Conquest	Cessna Conquest	40	B1	Turboprop	2
143	KA90	King Air 90	120	B1	Turboprop	2
144	Citation	Citation	300	B1	Jet	2
145	Citation	Citation	160	B1	Jet	2
146	KA90	King Air 90	291	B1	Turboprop	2
147	CJ	Citation CJ1	80	B1	Jet	2
148	CJ	Citation CJ1	120	B1	Jet	2
149	KA90	King Air 90	160	B1	Turboprop	2
150	Citation	Citation	560	B1	Jet	2
151	Citation	Citation	75	B1	Jet	2
152	Citation	Citation	300	B1	Jet	2
153	CJ2	Citation CJ2	160	B1	Jet	2
154	Citation	Citation	200	B1	Jet	2
155	CJ1	Citation CJ1	250	B1	Jet	2
156	CJ1	Citation CJ1	180	B1	Jet	2
157	KA90	King Air 90	80	B1	Turboprop	2
158	KA90	King Air 90	254	B1	Turboprop	2
159	CJ2	Citation CJ2	260	B1	Jet	2
160	CJ5	Citation CJ5	200	B1	Jet	2
161	KA90	King Air 90	150	B1	Turboprop	2
162	CJ2	Citation CJ2	240	B1	Jet	2
163	CJ5	Citation CJ5	361	B1	Jet	2
164	KA90	King Air 90	100	B1	Turboprop	2
165	KA90	King Air 90	100	B1	Turboprop	2
166	CJ2	Citation CJ2	303	B1	Jet	2
167	Citation	Citation	530	B1	Jet	2
168	KA90	King Air 90	184	B1	Turboprop	2
169	CJ2	Citation CJ2	440	B1	Jet	2

170 KA90	King Air 90	120 B1	Turboprop	2
171 KA90	King Air 90	100 B1	Turboprop	2
172 KA90	King Air 90	120 B1	Turboprop	2
173 KA90	King Air 90	40 B1	Turboprop	2
174 KA90	King Air 90	210 B1	Turboprop	2
175 KA90	King Air 90	200 B1	Turboprop	2
176 KA90	King Air 90	100 B1	Turboprop	2
177 KA90	King Air 90	100 B1	Turboprop	2
178 KA90	King Air 90	200 B1	Turboprop	2
179 Conquest	Cessna Conquest	150 B1	Turboprop	2
180 CJ	Citation CJ1	288 B1	Jet	2
181 Commander	Rockwell Commander	75 B1	Prop	1
182 KA90	King Air 90	245 B1	Turboprop	2
183 KA90	King Air 90	140 B1	Turboprop	2
184 KA90	King Air 90	278 B1	Turboprop	2
185 KA90	King Air 90	190 B1	Turboprop	2
186 KA90	King Air 90	207 B1	Turboprop	2
187 KA90	King Air 90	264 B1	Turboprop	2
188 Citation	Citation	300 B1	Jet	2
189 Citation	Citation	38 B1	Jet	2
190 KA90	King Air 90	60 B1	Turboprop	2
191 KA90	King Air 90	60 B1	Turboprop	2
192 KA90	King Air 90	120 B1	Turboprop	2
193 KA100	King Air 100	170 B1	Turboprop	2
194 KA90	King Air 90	106 B1	Turboprop	2
195 KA90	King Air 90	80 B1	Turboprop	2
196 KA90	King Air 90	260 B1	Turboprop	2
197 KA100	King Air 100	120 B1	Turboprop	2
198 KA90	King Air 90	132 B1	Turboprop	2
199 KA90	King Air 90	198 B1	Turboprop	2
200 KA100	King Air 100	142 B1	Turboprop	2
201 KA90	King Air 90	100 B1	Turboprop	2
202 C-425	Piper Warrior Arrow	170 B1	Prop	1
203 KA100	King Air 100	150 B1	Turboprop	2
204 KA100	King Air 100	100 B1	Turboprop	2
205 KA90	King Air 90	244 B1	Turboprop	2
206 CJ2	Citation CJ2	240 B1	Jet	2
207 KA90	King Air 90	191 B1	Turboprop	2
208 CJ1	Citation CJ1	90 B1	Jet	2
209 KA100	King Air 100	240 B1	Turboprop	2
210 KA90	King Air 90	273 B1	Turboprop	2
211 Citation	Citation	160 B1	Jet	2
212 Citation	Citation	80 B1	Jet	2
213 KA90	King Air 90	213 B1	Turboprop	2
214 KA90	King Air 90	230 B1	Turboprop	2
215 CJ1	Citation CJ1	317 B1	Jet	2
216 KA100	King Air 100	150 B1	Turboprop	2
217 KA90	King Air 90	255 B1	Turboprop	2
218 KA90	King Air 90	274 B1	Turboprop	2
219 C-425	Piper Warrior Arrow	160 B1	Prop	1
220 Citation	Citation	60 B1	Jet	2
221 CJ1	Citation CJ1	120 B1	Jet	2
222 CJ2	Citation CJ2	180 B1	Jet	2
223 BJ	Raytheon Beechjet 400	90 B1	Jet	2
224 KA90	King Air 90	100 B1	Turboprop	2
225 KA100	King Air 100	178 B1	Turboprop	2
226 KA90	King Air 90	100 B1	Turboprop	2

227 CJ2	Citation CJ2	260 B1	Jet	2
228 KA100	King Air 100	287 B1	Turboprop	2
229 KA90	King Air 90	100 B1	Turboprop	2
230 C-425	Piper Warrior Arrow	150 B1	Prop	1
231 BJ400	Raytheon Beechjet 400	150 B1	Jet	2
232 Citation	Citation	300 B1	Jet	2
233 Citation	Citation	80 B1	Jet	2
234 Citation	Citation	150 B1	Jet	2
235 Citation	Citation	150 B1	Jet	2
236 BJ	Raytheon Beechjet 400	100 B1	Jet	2
237 BJ400	Raytheon Beechjet 400	50 B1	Jet	2
238 KA100	King Air 100	170 B1	Turboprop	2
239 KA100	King Air 100	180 B1	Turboprop	2
240 KA90	King Air 90	180 B1	Turboprop	2
241 Citation	Citation	300 B1	Jet	2
242 CJ1	Citation CJ1	184 B1	Jet	2
243 KA90	King Air 90	140 B1	Turboprop	2
244 KA90	King Air 90	150 B1	Turboprop	2
245 Beechcraft	Cessna 175B Skyhawk	212 B1	Prop	1
246 KA90	King Air 90	58 B1	Turboprop	2
247 KA90	King Air 90	220 B1	Turboprop	2
248 Citation	Citation	210 B1	Jet	2
249 KA90	King Air 90	150 B1	Turboprop	2
250 Citation	Citation	350 B1	Jet	2
251 CJ	Citation CJ1	120 B1	Jet	2
252 CJ1	Citation CJ1	210 B1	Jet	2
253 KA90	King Air 90	100 B1	Turboprop	2
254 Citation	Citation	150 B1	Jet	2
255 CJ2	Citation CJ2	90 B1	Jet	2
256 Cheyenne	Piper 31T	250 B1	Turboprop	2
257 CJ1	Citation CJ1	231 B1	Jet	2
258 Citation	Citation	270 B1	Jet	2
259 KA100	King Air 100	110 B1	Turboprop	2
260 KA90	King Air 90	130 B1	Turboprop	2
261 Citation	Citation	400 B1	Jet	2
262 Citation	Citation	60 B1	Jet	2
263 Cheyenne	Piper 31T	200 B1	Turboprop	2
264 KA90	King Air 90	190 B1	Turboprop	2
265 CJ2	Citation CJ2	230 B1	Jet	2
266 KA90	King Air 90	168 B1	Turboprop	2
267 KA90	King Air 90	100 B1	Turboprop	2
268 C-425	Piper Warrior Arrow	190 B1	Prop	1
269 CJ2	Citation CJ2	180 B1	Jet	2
270 KA90	King Air 90	100 B1	Turboprop	2
271 Conquest	Cessna Conquest	110 B1	Turboprop	2
272 BJ400	Raytheon Beechjet 400	46 B1	Jet	2
273 KA90	King Air 90	250 B1	Turboprop	2
274 Citation	Citation	200 B1	Jet	2
275 Beechjet	Raytheon Beechjet 400	221 B1	Jet	2
276 Citation	Citation	320 B1	Jet	2
277 Citation	Citation	200 B1	Jet	2
278 Citation	Citation	50 B1	Jet	2
279 Citation	Citation	360 B1	Jet	2
280 KA100	King Air 100	318 B1	Turboprop	2
281 BJ400	Raytheon Beechjet 400	145 B1	Jet	2
282 KA90	King Air 90	200 B1	Turboprop	2
283 Citation	Citation	150 B1	Jet	2

284 CJ2	Citation CJ2	290 B1	Jet	2
285 KA100	King Air 100	216 B1	Turboprop	2
286 Citation	Citation	105 B1	Jet	2
287 Citation	Citation	300 B1	Jet	2
288 KA90	King Air 90	245 B1	Turboprop	2
289 KA90	King Air 90	212 B1	Turboprop	2
290 Meridian	Piper Meridian	42 B1	Prop	1
291 CJ1	Citation CJ1	50 B1	Jet	2
292 Citation	Citation	360 B1	Jet	2
293 CJ2	Citation CJ2	180 B1	Jet	2
294 KA90	King Air 90	223 B1	Turboprop	2
295 Citation	Citation	300 B1	Jet	2
296 Citation	Citation	360 B1	Jet	2
297 Citation	Citation	250 B1	Jet	2
298 KA90	King Air 90	237 B1	Turboprop	2
299 KA100	King Air 100	207 B1	Turboprop	2
300 KA90	King Air 90	202 B1	Turboprop	2
301 KA90	King Air 90	276 B1	Turboprop	2
302 KA90	King Air 90	150 B1	Turboprop	2
303 BJ400	Raytheon Beechjet 400	250 B1	Jet	2
304 KA90	King Air 90	282 B1	Turboprop	2
305 Cheyenne	Piper 31T	64 B1	Turboprop	2
306 Citation	Citation	500 B1	Jet	2
307 Citation	Citation	450 B1	Jet	2
308 KA90	King Air 90	285 B1	Turboprop	2
309 KA100	King Air 100	150 B1	Turboprop	2
310 CJ1	Citation CJ1	300 B1	Jet	2
311 KA100	King Air 100	100 B1	Turboprop	2
312 CJ	Citation CJ1	150 B1	Jet	2
313 KA100	King Air 100	150 B1	Turboprop	2
314 CJ	Citation CJ1	170 B1	Jet	2
315 KA90	King Air 90	80 B1	Turboprop	2
316 KA90	King Air 90	117 B1	Turboprop	2
317 KA90	King Air 90	293 B1	Turboprop	2
318 Citation	Citation	330 B1	Jet	2
319 KA90	King Air 90	234 B1	Turboprop	2
320 KA90	King Air 90	140 B1	Turboprop	2
321 KA100	King Air 100	210 B1	Turboprop	2
322 Citation	Citation	150 B1	Jet	2
323 CJ2	Citation CJ2	240 B1	Jet	2
324 E90	King Air E90	100 B1	Turboprop	2
325 CJ2	Citation CJ2	230 B1	Jet	2
326 KA90	King Air 90	60 B1	Turboprop	2
327 KA90	King Air 90	218 B1	Turboprop	2
328 KA90	King Air 90	308 B1	Turboprop	2
329 KA90	King Air 90	70 B1	Turboprop	2
330 CJ	Citation CJ1	190 B1	Jet	2
331 C-90	King Air C90	238 B1	Turboprop	2
332 KA90	King Air 90	200 B1	Turboprop	2
333 KA90	King Air 90	120 B1	Turboprop	2
334 KA90	King Air 90	237 B1	Turboprop	2
335 KA90	King Air 90	100 B1	Turboprop	2
336 KA90	King Air 90	260 B1	Turboprop	2
337 KA90	King Air 90	233 B1	Turboprop	2
338 CJ2	Citation CJ2	200 B1	Jet	2
339 CJ2	Citation CJ2	150 B1	Jet	2
TOTAL		65758		

B2 Type Aircraft (3/1/2004 - 1/24/2006)

Number	A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
1	KA200	King Air 200	154 B2	Turboprop	2	
2	KA200	King Air 200	369 B2	Turboprop	2	
3	Bravo	Citation Bravo	100 B2	Jet	2	
4	KA200	King Air 200	396 B2	Turboprop	2	
5	KA200	King Air 200	280 B2	Turboprop	2	
6	KA200	King Air 200	169 B2	Turboprop	2	
7	KA200	King Air 200	192 B2	Turboprop	2	
8	Ultra	Citation V Ultra Encore	255 B2	Jet	2	
9	KA200	King Air 200	222 B2	Turboprop	2	
10	Bravo	Citation Bravo	378 B2	Jet	2	
11	KA200	King Air 200	128 B2	Turboprop	2	
12	Ultra	Citation V Ultra Encore	495 B2	Jet	2	
13	Bravo	Citation Bravo	403 B2	Jet	2	
14	Ultra	Citation V Ultra Encore	100 B2	Jet	2	
15	Ultra	Citation V Ultra Encore	100 B2	Jet	2	
16	Oncore	Citation V Encore	420 B2	Jet	2	
17	Oncore	Citation V Encore	325 B2	Jet	2	
18	Ultra	Citation V Ultra Encore	320 B2	Jet	2	
19	Ultra	Citation V Ultra Encore	390 B2	Jet	2	
20	Ultra	Citation V Ultra Encore	270 B2	Jet	2	
21	Bravo	Citation Bravo	572 B2	Jet	2	
22	Bravo	Citation Bravo	360 B2	Jet	2	
23	Excel	Citation Excel	315 B2	Jet	2	
24	Oncore	Citation V Encore	200 B2	Jet	2	
25	Bravo	Citation Bravo	431 B2	Jet	2	
26	KA200	King Air 200	371 B2	Turboprop	2	
27	Falcon 50	Dessault Falcon 50	300 B2	Jet	3	
28	Oncore	Citation V Encore	520 B2	Jet	2	
29	Encore	Citation V Encore	350 B2	Jet	2	
30	KA200	King Air 200	331 B2	Turboprop	2	
31	Encore	Citation V Encore	252 B2	Jet	2	
32	Bravo	Citation Bravo	230 B2	Jet	2	
33	KA200	King Air 200	188 B2	Turboprop	2	
34	Encore	Citation V Encore	400 B2	Jet	2	
35	Bravo	Citation Bravo	400 B2	Jet	2	
36	Encore	Citation V Encore	450 B2	Jet	2	
37	Encore	Citation V Encore	150 B2	Jet	2	
38	Excel	Citation Excel	100 B2	Jet	2	
39	Bravo	Citation Bravo	379 B2	Jet	2	
40	KA200	King Air 200	455 B2	Turboprop	2	
41	KA	King Air 200	120 B2	Turboprop	2	
42	KA200	King Air 200	220 B2	Turboprop	2	
43	KA200	King Air 200	212 B2	Turboprop	2	
44	KA200	King Air 200	390 B2	Turboprop	2	
45	Westwind	Falcon 2000	280 B2	Jet	2	
46	Westwind	Falcon 2000	275 B2	Jet	2	
47	Falcon 50	Dessault Falcon 50	500 B2	Jet	3	
48	Ultra	Citation V Ultra Encore	340 B2	Jet	2	
49	Encore	Citation V Encore	250 B2	Jet	2	
50	KA200	King Air 200	194 B2	Turboprop	2	
51	Bravo	Citation Bravo	300 B2	Jet	2	
52	Encore	Citation V Encore	250 B2	Jet	2	
53	Encore	Citation V Encore	150 B2	Jet	2	
54	Ultra	Citation V Ultra Encore	360 B2	Jet	2	
55	KA200	King Air 200	122 B2	Turboprop	2	

56 KA200	King Air 200	120 B2	Turboprop	2
57 KA200	King Air 200	148 B2	Turboprop	2
58 Encore	Citation V Encore	200 B2	Jet	2
59 Excel	Citation Excel	415 B2	Jet	2
60 Excel	Citation Excel	375 B2	Jet	2
61 KA200	King Air 200	200 B2	Turboprop	2
62 KA200	King Air 200	175 B2	Turboprop	2
63 Excel	Citation Excel	225 B2	Jet	2
64 Falcon 50	Dessault Falcon 50	525 B2	Jet	3
65 Encore	Citation V Encore	335 B2	Jet	2
66 Encore	Citation V Encore	300 B2	Jet	2
67 KA200	King Air 200	188 B2	Turboprop	2
68 Excel	Citation Excel	180 B2	Jet	2
69 Ultra	Citation V Ultra Encore	330 B2	Jet	2
70 KA200	King Air 200	155 B2	Turboprop	2
71 Excel	Citation Excel	170 B2	Jet	2
72 Excel	Citation Excel	260 B2	Jet	2
73 Bravo	Citation Bravo	250 B2	Jet	2
74 KA200	King Air 200	100 B2	Turboprop	2
75 Falcon 50	Dessault Falcon 50	700 B2	Jet	3
76 KA200	King Air 200	191 B2	Turboprop	2
77 Ultra	Citation V Ultra Encore	300 B2	Jet	2
78 Excel	Citation Excel	165 B2	Jet	2
79 Ultra	Citation V Ultra Encore	230 B2	Jet	2
80 KA200	King Air 200	200 B2	Turboprop	2
81 KA200	King Air 200	60 B2	Turboprop	2
82 KA200	King Air 200	100 B2	Turboprop	2
83 KA200	King Air 200	160 B2	Turboprop	2
84 Bravo	Citation Bravo	387 B2	Jet	2
85 KA200	King Air 200	384 B2	Turboprop	2
86 Falcon 50	Dessault Falcon 50	680 B2	Jet	3
87 KA200	King Air 200	60 B2	Turboprop	2
88 KA200	King Air 200	403 B2	Turboprop	2
89 Encore	Citation V Encore	230 B2	Jet	2
90 KA200	King Air 200	120 B2	Turboprop	2
91 Excel	Citation Excel	120 B2	Jet	2
92 KA200	King Air 200	79 B2	Turboprop	2
93 Excel	Citation Excel	450 B2	Jet	2
94 Falcon50	Dessault Falcon 50	600 B2	Jet	3
95 Ultra	Citation V Ultra Encore	250 B2	Jet	2
96 Excel	Citation Excel	325 B2	Jet	2
97 Ultra	Citation V Ultra Encore	375 B2	Jet	2
98 KA200	King Air 200	250 B2	Turboprop	2
99 Ultra	Citation V Ultra Encore	350 B2	Jet	2
100 Excel	Citation Excel	180 B2	Jet	2
101 Bravo	Citation Bravo	200 B2	Jet	2
102 Excel	Citation Excel	180 B2	Jet	2
103 Excel	Citation Excel	90 B2	Jet	2
104 Ultra	Citation V Ultra Encore	135 B2	Jet	2
105 Ultra	Citation V Ultra Encore	270 B2	Jet	2
106 Bravo	Citation Bravo	400 B2	Jet	2
107 Bravo	Citation Bravo	336 B2	Jet	2
108 Bravo	Citation Bravo	421 B2	Jet	2
109 Excel	Citation Excel	150 B2	Jet	2
110 Encore	Citation V Encore	300 B2	Jet	2
111 Ultra	Citation V Ultra Encore	497 B2	Jet	2
112 Ultra	Citation V Ultra Encore	320 B2	Jet	2

113	Encore	Citation V Encore	415	B2	Jet	2
114	Encore	Citation V Encore	250	B2	Jet	2
115	KA200	King Air 200	80	B2	Turboprop	2
116	Falcon 50	Dessault Falcon 50	675	B2	Jet	3
117	Ultra	Citation V Ultra Encore	260	B2	Jet	2
118	Excel	Citation Excel	150	B2	Jet	2
119	Falcon 50	Dessault Falcon 50	500	B2	Jet	3
120	Ultra	Citation V Ultra Encore	200	B2	Jet	2
121	Excel	Citation Excel	150	B2	Jet	2
122	Encore	Citation V Encore	420	B2	Jet	2
123	Encore	Citation V Encore	250	B2	Jet	2
124	KA200	King Air 200	107	B2	Turboprop	2
125	Bravo	Citation Bravo	300	B2	Jet	2
126	Bravo	Citation Bravo	100	B2	Jet	2
127	KA200	King Air 200	341	B2	Turboprop	2
128	Bravo	Citation Bravo	440	B2	Jet	2
129	King Air	King Air 200	255	B2	Turboprop	2
130	King Air	King Air 200	434	B2	Turboprop	2
131	Ultra	Citation V Ultra Encore	390	B2	Jet	2
132	Encore	Citation V Encore	275	B2	Jet	2
133	KA200	King Air 200	100	B2	Turboprop	2
134	Encore	Citation V Encore	180	B2	Jet	2
135	KA200	King Air 200	206	B2	Turboprop	2
136	Encore	Citation V Encore	450	B2	Jet	2
137	KA200	King Air 200	232	B2	Turboprop	2
138	Bravo	Citation Bravo	20	B2	Jet	2
139	Bravo	Citation Bravo	480	B2	Jet	2
140	KA200	King Air 200	50	B2	Turboprop	2
141	KA200	King Air 200	235	B2	Turboprop	2
142	KA200	King Air 200	276	B2	Turboprop	2
143	Bravo	Citation Bravo	165	B2	Jet	2
144	Bravo	Citation Bravo	420	B2	Jet	2
145	Caravan	Cessna Caravan	60	B2	Prop	1
146	Caravan	Cessna Caravan	60	B2	Prop	1
147	Bravo	Citation Bravo	300	B2	Jet	2
148	Bravo	Citation Bravo	420	B2	Jet	2
149	Bravo	Citation Bravo	250	B2	Jet	2
150	KA200	King Air 200	200	B2	Turboprop	2
151	Encore	Citation V Encore	426	B2	Jet	2
152	Encore	Citation V Encore	240	B2	Jet	2
153	Encore	Citation V Encore	450	B2	Jet	2
154	Encore	Citation V Encore	240	B2	Jet	2
155	Excel	Citation Excel	100	B2	Jet	2
156	Bravo	Citation Bravo	300	B2	Jet	2
157	Excel	Citation Excel	420	B2	Jet	2
158	Bravo	Citation Bravo	330	B2	Jet	2
159	KA200	King Air 200	395	B2	Turboprop	2
160	KA200	King Air 200	278	B2	Turboprop	2
161	Encore	Citation V Encore	240	B2	Jet	2
162	Encore	Citation V Encore	330	B2	Jet	2
163	Encore	Citation V Encore	300	B2	Jet	2
164	Excel	Citation Excel	250	B2	Jet	2
165	KA200	King Air 200	63	B2	Turboprop	2
166	Encore	Citation V Encore	330	B2	Jet	2
167	Bravo	Citation Bravo	250	B2	Jet	2
168	KA200	King Air 200	226	B2	Turboprop	2
169	KA200	King Air 200	452	B2	Turboprop	2

170 Encore	Citation V Encore	415 B2	Jet	2
171 Encore	Citation V Encore	400 B2	Jet	2
172 Citation 2	Citation Bravo	434 B2	Jet	2
173 Bravo	Citation Bravo	320 B2	Jet	2
174 Encore	Citation V Encore	180 B2	Jet	2
175 Bravo	Citation Bravo	300 B2	Jet	2
176 Excel	Citation Excel	295 B2	Jet	2
177 Excel	Citation Excel	95 B2	Jet	2
178 KA200	King Air 200	240 B2	Turboprop	2
179 Bravo	Citation Bravo	250 B2	Jet	2
180 Citation 5	Citation-V	300 B2	Jet	2
181 Citation 2	Citation Bravo	150 B2	Jet	2
182 Bravo	Citation Bravo	390 B2	Jet	2
183 KA200	King Air 200	92 B2	Turboprop	2
184 Ultra	Citation V Ultra Encore	133 B2	Jet	2
185 Excel	Citation Excel	375 B2	Jet	2
186 Ultra	Citation V Ultra Encore	75 B2	Jet	2
187 Bravo	Citation Bravo	360 B2	Jet	2
188 KA200	King Air 200	368 B2	Turboprop	2
189 KA200	King Air 200	270 B2	Turboprop	2
190 KA200	King Air 200	294 B2	Turboprop	2
191 KA200	King Air 200	140 B2	Turboprop	2
192 Ultra	Citation V Ultra Encore	340 B2	Jet	2
193 Excel	Citation Excel	350 B2	Jet	2
194 Ultra	Citation V Ultra Encore	360 B2	Jet	2
195 KA200	King Air 200	383 B2	Turboprop	2
196 Excel	Citation Excel	300 B2	Jet	2
197 Encore	Citation V Encore	355 B2	Jet	2
198 Encore	Citation V Encore	400 B2	Jet	2
199 Encore	Citation V Encore	200 B2	Jet	2
200 Encore	Citation V Encore	600 B2	Jet	2
201 Citation 5	Citation V	200 B2	Jet	2
202 Ultra	Citation V Ultra Encore	300 B2	Jet	2
203 Falcon 50	Dessault Falcon 50	450 B2	Jet	3
204 KA200	King Air 200	381 B2	Turboprop	2
205 Excel	Citation Excel	350 B2	Jet	2
206 Ultra	Citation V Ultra Encore	520 B2	Jet	2
207 Encore	Citation V Encore	200 B2	Jet	2
208 KA200	King Air 200	202 B2	Turboprop	2
209 KA200	King Air 200	275 B2	Turboprop	2
210 KA200	King Air 200	96 B2	Turboprop	2
211 Encore	Citation V Encore	330 B2	Jet	2
212 KA200	King Air 200	135 B2	Turboprop	2
213 KA200	King Air 200	355 B2	Turboprop	2
214 KA200	King Air 200	306 B2	Turboprop	2
215 KA200	King Air 200	90 B2	Turboprop	2
216 KA200	King Air 200	270 B2	Turboprop	2
217 Ultra	Citation V Ultra Encore	340 B2	Jet	2
218 KA200	King Air 200	293 B2	Turboprop	2
219 KA200	King Air 200	330 B2	Turboprop	2
220 KA200	King Air 200	446 B2	Turboprop	2
221 KA200	King Air 200	212 B2	Turboprop	2
222 KA200	King Air 200	228 B2	Turboprop	2
223 KA200	King Air 200	109 B2	Turboprop	2
224 KA200	King Air 200	254 B2	Turboprop	2
225 KA200	King Air 200	344 B2	Turboprop	2
226 KA200	King Air 200	200 B2	Turboprop	2

227 KA200	King Air 200	428 B2	Turboprop	2
228 KA200	King Air 200	80 B2	Turboprop	2
229 KA200	King Air 200	150 B2	Turboprop	2
230 KA200	King Air 200	150 B2	Turboprop	2
231 Ultra	Citation V Ultra Encore	100 B2	Jet	2
232 Citation 2	Citation Bravo	100 B2	Jet	2
233 KA200	King Air 200	0 B2	Turboprop	2
234 KA200	King Air 200	217 B2	Turboprop	2
235 Citation V	Citation V	280 B2	Jet	2
236 KA200	King Air 200	182 B2	Turboprop	2
237 Excel	Citation Excel	300 B2	Jet	2
238 KA200	King Air 200	100 B2	Turboprop	2
239 Falcon50	Dessault Falcon 50	550 B2	Jet	3
240 KA200	King Air 200	149 B2	Turboprop	2
241 Ultra	Citation V Ultra Encore	300 B2	Jet	2
242 KA200	King Air 200	100 B2	Turboprop	2
243 KA200	King Air 200	215 B2	Turboprop	2
244 Falcon50	Dessault Falcon 50	53 B2	Jet	3
245 Encore	Citation V Encore	150 B2	Jet	2
246 KA200	King Air 200	100 B2	Turboprop	2
247 KA200	King Air 200	168 B2	Turboprop	2
248 Ultra	Citation V Ultra Encore	380 B2	Jet	2
249 Bravo	Citation Bravo	330 B2	Jet	2
250 Bravo	Citation Bravo	350 B2	Jet	2
TOTAL		68510		

C1 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Lear25	Lear 25	260 C1	Jet	2	
Lear45	Lear 45	347 C1	Jet	2	
Lear45	Lear 45	100 C1	Jet	2	
Lear45	Lear 45	375 C1	Jet	2	
Lear45	Lear 45	100 C1	Jet	2	
Lear31	Lear 31	150 C1	Jet	2	
Lear31	Lear 31	450 C1	Jet	2	
Cheyenne400	Piper Cheyenne III/400	150 C1	Turboprop	2	
Lear45	Lear 45	174 C1	Jet	2	
Lear45	Lear 45	200 C1	Jet	2	
Lear31	Lear 31	412 C1	Jet	2	
Cheyenne 400	Piper Cheyenne III/400	200 C1	Turboprop	2	
Cheyenne 400	Piper Cheyenne III/400	250 C1	Turboprop	2	
Lear31	Lear 31	132 C1	Jet	2	
Cheyenne 400	Piper Cheyenne III/400	250 C1	Turboprop	2	
Cheyenne 400	Piper Cheyenne III/400	280 C1	Turboprop	2	
Lear45	Lear 45	147 C1	Jet	2	
Lear45	Lear 45	167 C1	Jet	2	
Lear31	Lear 31	150 C1	Jet	2	
Lear31	Lear 31	50 C1	Jet	2	
Lear24	Lear 24	100 C1	Jet	2	
Lear31	Lear 31	289 C1	Jet	2	
Lear45	Lear 45	150 C1	Jet	2	
Lear24	Lear 24	350 C1	Jet	2	
Cheyenne 400	Piper Cheyenne III/400	300 C1	Turboprop	2	
Lear45	Lear 45	493 C1	Jet	2	
Lear45	Lear 45	108 C1	Jet	2	
Lear45	Lear 45	400 C1	Jet	2	
Lear31	Lear 31	394 C1	Jet	2	
Lear35	Lear 35	150 C1	Jet	2	
Lear35	Lear 35	300 C1	Jet	2	
Lear35	Lear 35	130 C1	Jet	2	
Lear35	Lear 35	450 C1	Jet	2	
Lear45	Lear 45	201 C1	Jet	2	
Lear45	Lear 45	180 C1	Jet	2	
Lear24	Lear 24	60 C1	Jet	2	
Lear45	Lear 45	33 C1	Jet	2	
Lear45	Lear 45	97 C1	Jet	2	
Lear45	Lear 45	265 C1	Jet	2	
Lear45	Lear 45	100 C1	Jet	2	
Lear25	Lear 25	260 C1	Jet	2	
Lear45	Lear 45	275 C1	Jet	2	
Lear45	Lear 45	326 C1	Jet	2	
Lear31	Lear 31	100 C1	Jet	2	
Lear31	Lear 31	75 C1	Jet	2	
Lear45	Lear 45	263 C1	Jet	2	
Lear45	Lear 45	280 C1	Jet	2	
Lear31	Lear 31	115 C1	Jet	2	
Lear35	Lear 35	40 C1	Jet	2	
Lear25	Lear 25	150 C1	Jet	2	
Lear31	Lear 31	100 C1	Jet	2	
Lear25	Lear 25	430 C1	Jet	2	
Lear45	Lear 45	210 C1	Jet	2	
TOTAL		11518			

C2 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
KA350	King Air 350	256 C2	Turboprop	2	
KA350	King Air 350	315 C2	Turboprop	2	
Challenger	CL-600	653 C2	Jet	2	
KA300	King Air 300	194 C2	Turboprop	2	
Citation 10	Cessna Citation X	350 C2	Jet	2	
Challenger	CL-600	680 C2	Jet	2	
Challenger	CL-600	300 C2	Jet	2	
KA300	King Air 300	94 C2	Turboprop	2	
KA350	King Air 350	297 C2	Turboprop	2	
KA300	King Air 300	117 C2	Turboprop	2	
Citation X	Cessna Citation X	430 C2	Jet	2	
KA350	King Air 350	210 C2	Turboprop	2	
KA350	King Air 350	90 C2	Turboprop	2	
KA350	King Air 350	200 C2	Turboprop	2	
KA350	King Air 350	220 C2	Turboprop	2	
Challenger 300	CL-600	250 C2	Jet	2	
	TOTAL	4656			

C3 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Challenger 300	Challenger 300	628 C3		Jet	2
	TOTAL	628			

A1 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
210 Turbine	Cessna P210N	90 A1		Prop	1
	TOTAL	90			

A2 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Pilatus	Pilatus PC-12	160 A2	Turboprop	1	
Pilatus	Pilatus PC-12	100 A2	Turboprop	1	
Pilatus	Pilatus PC-12	80 A2	Turboprop	1	
Pilatus	Pilatus PC-12	50 A2	Turboprop	1	
Pilatus	Pilatus PC-12	220 A2	Turboprop	1	
Dornier	Dornier 28	200 A2	Prop	2	
Pilatus	Pilatus PC-12	50 A2	Turboprop	1	
Pilatus	Pilatus PC-12	220 A2	Turboprop	1	
Pilatus	Pilatus PC-12	50 A2	Turboprop	1	
Pilatus	Pilatus PC-12	163 A2	Turboprop	1	
Pilatus	Pilatus PC-12	50 A2	Turboprop	1	
Pilatus	Pilatus PC-12	100 A2	Turboprop	1	
PC-12	Pilatus PC-12	245 A2	Turboprop	1	
Pilatus	Pilatus PC-12	70 A2	Turboprop	1	
Pilatus	Pilatus PC-12	70 A2	Turboprop	1	
Pilatus	Pilatus PC-12	120 A2	Turboprop	1	
PC-12	Pilatus PC-12	100 A2	Turboprop	1	
	TOTAL	2048			

A3 Type Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
DC3	Douglas DC-3	345 A3	Prop	2	
DC-3	Douglas DC-3	159 A3	Prop	2	
Twin Otter	De Havilland Twin Otter	100 A3	Turboprop	2	
	TOTAL	604			

Unknown Aircraft (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Air Tractor		120			
	TOTAL	120			

Helicopter Fueling - Pages 1 to 16 (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Helicopter		25			
Cobra		178			
Helicopter		50			
Huey		91			
Bell407		63			
Helicopter		104			
Helicopter	:	39			
Helicopter	:	58			
Helicopter		35			
Huey		78			
Helicopter		100			
Helicopter		101			
Helicopter		152			
Helicopter		31			
Helicopter		122			
Helicopter		43			
Helicopter		71			
Helicopter		217			
Cobra		142			
Helicopter		48			
BE400		291			
Helicopter		183			
Helicopter		45			
Bell 412		191			
Bell412		222			
Cobra		0			
Helicopter		56			
Helicopter		89			
Bell412		184			
Helicopter		52			
Bell412		76			
Helicopter		9			
Bell412		183			
Bell412		183			
Helicopter		60			
Helicopter		64			
Helicopter		25			
Helicopter		50			
Kmax		78			
Helicopter		70			
Helicopter		90			
Helicopter		62			
Helicopter		56			
Helicopter		55			
Helicopter		40			
Bell412		181			
Helicopter		116			
Helicopter		163			
Helicopter		60			
Bell412		103			
Bell412		98			
Helicopter		58			
Hughes 500		77			
Helicopter		106			

Helicopter Fueling - Pages 17 to 36 (3/1/2004 - 1/24/2006)

A/C Make	Aircraft	Fuel (gal.)	Aircraft Definition	Aircraft Type	# Engines
Bell412		37			
Helicopter		28			
Helicopter		33			
Bell412		20			
Bell412		39			
Helicopter		47			
Helicopler		43			
Helicopter		14			
Helicopter		33			
Helicopter		44			
Helicopter		20			
Helicopter		188			
Helicopler		61			
Helicopter		36			
Cobra		185			
Cobra		195			
Helicopter		31			
Bell412		45			
Bell412		190			
Helicopter		3			
Bell412		83			
Helicopter		46			
Helicopter		33			
Helicopter		254			
Bell412		89			
Helicopter		30			
Bell412		155			
Helicopter		114			
Helicopter		49			
Llama		25			
Helicopter		50			
Helicopter		48			
Helicopter		50			
Bell412		79			
Bell407		65			
Helicopter		34			
Bell412		48			
Skycrane		932			
Helicopter		300			
Bell		117			
Llama		53			
Helicopter		153			
Bell412		185			
Helicopter		87			
Bell412		210			
Helicopter		15			
Bell		209			
Helicopter		78			
Helicopter		19			
Life Flight		41			
Helicopter		80			
KMAX		193			
KMAX		120			
Bell Helo		20			
Helicopter		50			
Helicopter		132			
Helicopter		30			
Helicopter		180			
Helicopter		144			
Helicopter		26			
Bell412		119			
Helicopter		60			
Helicopter		33			
C-425		172			